GRUMMAN
plane news
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Decade review Begins on page 4

Benefits improved for '80

Several changes in Grumman's employee benefits program went into effect January 1. The improved areas include pensions, medical coverage and tuition reimbursement.

To help offset the erosion of pensions by inflation, adjustments have been made in the retirement plan.

The first change will benefit employees with long years of service whose earnings may have been lower a few years ago when the cost of living was lower.

If it is to an employee's advantage, the following method will be used to compute the minimum pension accumulation:

One-and-a-quarter percent of the first $9,000 of the average base compensation for the years 1975 through 1979 *plus* 1¾ percent of the base compensation that exceeds $9,000 *multiplied* by the number of years in the plan prior to 1980.

Employees whose pension will be improved by this new method will be notified in the near future. If one's pension will not be improved, the previous formula will be used.

Future pension benefits

The second change in the retirement plan is a new way to determine pension benefits based on future income.

Effective January 1, 1980, the FICA base for determining pension accumulations will be $22,900. The annual pension accumulation will be 2¼ percent of a member's base pay up to $22,900 *plus* 3 percent of any base income that exceeds $22,900.

It is felt that this method will enrich the pension accumulations of employees whose anticipated retirement is years away.

Another change in the plan benefits the surviving spouse. If the employee is eligible for a pension or has completed 10 years of service and is in active service at Grumman at the time of death, the surviving spouse's pension will begin on the first day of the following month.

Changes have been also made in both the dental and hospitalization plans.

The maximum allowance for dental expenses for a calendar year has been increased from $750 to $1,000 per person. Also the amount paid for cleaning has been increased slightly.

Patients who elect to have outpatient surgery instead of costly hospitalization will now be covered in full for charges incurred at a hospital or qualified ambulatory surgical center.

Allowances for diagnostic X-ray and laboratory tests have been increased from $150 to $1,000, and for emergency medical treatment that occurs within 72 hours of an accident, the allowance has been raised from $150 to $300.

Investment plan

Under regulations of the employee investment plan, two new provisions have been instituted. Both deal with employees who terminate employment after December 1, 1979 and will allow them more flexibility and control of their investment.

One change allows participants who leave the company to transfer the interest in the Company Stock Fund to the other three funds — equity, fixed income or guaranteed income. The other change allows participants to choose to receive interest in as many as 20 annual installments or as many as 240 monthly installments, rather than in a mandatory lump sum. This means that taxes would be paid on interest only when it is received.

Education

The final change in the benefits program allows for tuition reimbursement for courses taken during the summer. The amount of reimbursement continues to be based on grades received.

Details of all benefit changes are in material already sent to Grummanites at home. Questions should be directed to Benefits Department, Plant 28.

Top security. *The Grumman facility at Stuart, Florida was cited for outstanding performance in the implementation of its industrial security program by the Defense Contract Administration Services Regional Office in Atlanta. Although more than 14,000 industrial firms have security clearances, only 24 received the award. Edward Dalva (L), Vice President and General Manager at Stuart Operations accepts the award from Captain Ernest J. Graessle (USN).*

Retired officers. *The Grumman Retirees Club recently installed its new officers for 1980: (L to R) George Petrilak, vice president; Bert Sternfield, president; Joe Riccobono, treasurer; John Wichmann, secretary; and Anton Stecher, sergeant-at-arms.*

Personals

My family and I wish to thank my friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my father. Ed Calhoun and Family

My mother and I would like to thank my friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my father. Stan Nilsen

My family and I would like to thank my friends, co-workers and Employee Services for their expression of kindness and sympathy during the recent loss of my mother. Gilbert Lester and Family

My family and I wish to express our deep gratitude to all my husband's friends for their kindness and sympathy during our recent loss. Rose Montuori and Family

Insurance tip

Parents are reminded that dependent health insurance for children who reach age 19 before the end of January 1980 will expire February 1, 1980 unless they are full-time students. Coverage for full-time students expires the February 1st following their 24th birthday.

Transfer to one of several plans of individual health insurance is available on a direct-payment basis. Applications and rate information can be obtained from the Insurance Department, Plant 28.

Parents who have children who reach age 19 before January 1, 1980 and who are incapable of self-support because of mental and physical handicaps may call Theresa Mintern, Ext. 6292 for information concerning continued dependent coverage under the Grumman Group Insurance Plan.

Holidays '80

To help Grummanites and their families plan their vacations and holidays, here is the schedule of holidays for the remainder of the year:

Washington's birthday, Monday, February 18
Memorial Day, Monday, May 26
Independence Day, Friday, July 4
Labor Day, Monday, September 1
Thanksgiving, Thursday, November 27
Christmas Eve, Wednesday, December 24
Christmas Day, Thursday, December 25
Floating holiday, Friday, December 26
Floating holiday, Monday, December 29
Floating holiday, Tuesday, December 30
Floating holiday, Wednesday, December 31
New Year's Day, Thursday, January 1, 1981
Floating holiday, Friday, January 2

GRUMMAN plane news

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the way it was

In retrospect, historians agree that 1930 was a lousy year for the birth of a company. During October and November of '29, the stock market crash wiped out the dreams and schemes of the venturesome investing public. But as the Great Depression loomed on the horizon, a group of young men opened a new aircraft company on January 3, 1930, in a small, rented garage in Baldwin, New York.

Most of these youthful entrepreneurs had been working at the Loening Aeronautical Engineering Company in New York City. But when the company was bought out by Keystone Aircraft, it was announced that there would be a move to Bristol, Pennsylvania.

Loening's three top men — Roy Grumman, Jake Swirbul, and Bill Schwendler — opted not to go, and set up their own little company. They proved to be a terrific trio.

Roy Grumman, hired by Loening as a test pilot and plant manager in 1920, had an incisive mind, a gifted grasp of conceptual aeronautical engineering, an enormous sense of economy (which paid off handsomely during the company's infancy), and a driving resolution to get things done.

In 1924 Loening had hired Schwendler and Swirbul. Schwendler was a quiet man whose search for solutions was based on purely technical considerations.

Completing the trio was a production management genius named Swirbul. By 1929, Jake knew the world of the shop — its crafts and its craftsmen. He identified with people. Jake found his solutions on a personal level.

Loening thought a lot of his three top people, so much so that he decided to invest in their new enterprise. His brother Albert, treasurer of Loening, also chipped in.

The new company was unofficially in motion. Grumman began to enlist other Loening associates. Ed Poor, the bookkeeper and assistant treasurer, was an ideal candidate. He shared Grumman's and Schwendler's cautious approach to business opportunities. Their motto: Let's do one thing at a time and do it well and let's keep everything under control.

About this time, a newcomer joined the company's ranks. A boyhood friend of Poors, Clint Towl, quit his job on Wall Street about the time of the Crash. He was looking around for another line of work when Poor asked him if he'd like to invest in a new company. Towl said he'd put in some money if there was a job that came with it.

"I went over and met Roy Grumman at the Loening plant and told him I was interested and he said they couldn't pay me very much, and I told him that wasn't important at the moment," said Clint. "So it was arranged that I'd have a small part of the new company. . and just as important that I'd have a job, whatever it turned out to be."

On December 5, 1929, the six initial investors in the Grumman Aircraft Engineering Company signed an agreement. Grumman, Swirbul, Poor, Towl, and the two Loening brothers invested just over $80,000 in the venture.

Today we know they made a good investment, but they were taking a super gamble in 1930. While other enterprises were having their financial foundations turn into sand, a small band of men with dreams of building flying machines reported to work in a rundown, rented garage in Baldwin. They had little machinery, no customers, and no contracts.

"We were all young," said Bill Schwendler, who died in 1978, "and you know, you don't think about things as seriously as you do when you get older. We knew that we could get jobs, but we didn't want to have anything to do with Bristol."

The tens of thousands of men and women who have worked at Grumman are thankful they didn't.

Grumman benefits from defense appropriations

The voices in Congress are becoming louder and louder when it concerns the decline of U.S. military strength compared to the Soviet Union.

The results can be seen in Congress' actions on the Administration's FY 1980 Defense Budget. These 1979 moves included adding programs that were not in the budget submitted by the President and the Secretary of Defense.

Grumman Aerospace benefitted from these Congressional actions. The Defense Appropriations Subcommittees for both the House and the Senate approved the procurement of 48 Grumman-built planes for the Navy in the FY 1980 Defense Budget.

Thirty F-14 Tomcats, six A-6E Intruders, six EA-6B Prowlers, and six E-2C Hawkeyes are included. In addition, the two committees funded long lead expenditures for an additional 30 F-14s in FY 1981.

These appropriations are an increase of 12 aircraft over what the Department of Defense had requested for the budget. Its request had been for 24 Tomcats and no Intruders. Congressional action with the leadership of New York's senators and congressmen added the F-14s and kept the A-6 line open.

In addition, funding for three Air Force/Grumman EF-111As was approved for FY 1980. With these funds, Grumman will modify three Air Force F-111s into tactical jamming system aircraft.

New York's legislative leaders have repeatedly fought any cuts in Grumman's Navy and Air Force aircraft programs. Not only are these unique aircraft our nation's front line of defense, but any cuts would also have a detrimental effect on the local economy, the elected officials feared.

While it is anticipated that Congressional pressure will result in a greater growth in the President's forthcoming FY 1981 Defense Budget, most of the increases are likely to go to Strategic Forces. The increases in General Forces (Grumman's traditional market) is expected to be small.

obituaries

RAYMOND A. WOOD of ILS Verif. & ILS Support, Pl. 40, died Dec. 10 at the age of 38. He had been with the company since 1963 and resided at 864 Ft. Salonga Rd., Northport.

MARY C. MURO of Telephone Services, Pl. 2, died Dec. 12 at the age of 60. She had been with the company since 1954 and resided at 171 Haypath Road, Plainview.

ALFONSO CHAMPA of Machine Oper-Tech Services, P1. 3, died Dec. 15 at the age of 55. He had been with the company since 1957 and resided at 1214 1st Street, W. Babylon.

EULA PARRIS of Assembly Method and Planning, P1. 2, died Dec. 18 at the age of 62. She had been with the company since 1952 and resided at 29 Ellsworth Ave., N. Babylon.

JOHN H. JACOBS of Dassault, P1. 77, died Dec. 18 at the age of 60. He had been with the company since 1972 and resided at Kubin Blvd., Rio Jensen Beach, Fla.

CHARLES JENNINGS of Machine Parts Inspection, Pl. 3, died Dec. 21 at the age of 57. He had been with the company since 1967 and resided at 3909 Wansers Lane, Seaford.

SALVATORE LODOLCE of Maint-Rearrangement, Pl. 1, died Dec. 24 at the age of 56. He had been with the company since 1958 and resided at 40 Brook St. Lindenhurst.

ROMAN ZURAWEL of Maint-Rearrangement, Pl. 12, died Dec. 25 at the age of 60. He had been with the company since 1959 and resided at 6 Mayfair Lane, Hicksville.

JOSEPH NALEVAIKO of Customer Supply Reqts. Mgt., Pl. 1, died Dec. 26 at the age of 39. He had been with the company since 1962 and resided at 46 Manhattan Blvd., Islip Terrace.

JOHN JACQUIN of Manufacturing Resources, Pl. 2, died Dec. 26 at the age of 59. He had been with the company since 1964 and resided at 76 Radcliffe Ave., Farmingdale.

MARION PAUL of Elect. Fab., Pl. 5, died Dec. 26 at the age of 54. She had been with the company since 1956 and resided at 106 E. Lake Ave., Massapequa Park.

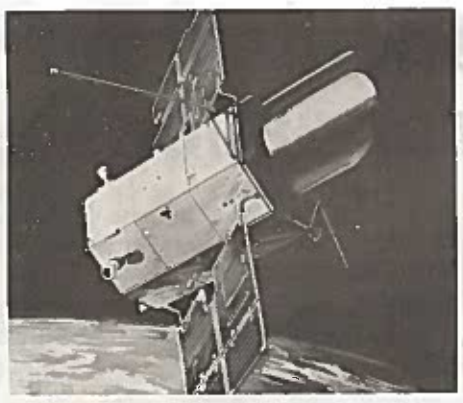
WILLIAM HILL of Manufacturing Technology, Pl. 43, died Dec. 28 at the age of 62. He had been with the company since 1967 and resided at 12 East 16th St., Huntington Station.

WILLIAM ZWIKELMAIER of I.L.S. Technical Writing, Pl. 15, died Dec. 31 at the age of 51. He had been with the company since 1968 and resided at 117 Michel Ave., Farmingdale.

WILLIAM SPINA of I.L.S. Resource Control, Pl. 1, died Jan. 1 at the age of 61. He had been with the company since 1964 and resided at 114 Weaner Road, W. Sayville.

JOHN EDER of Industrial Engineering, Pl. 6, died Jan. 2 at the age of 51. He had been with the company since 1955 and resided at 7 Leaf Court, Kings Park.

DECADE REVIEW



1970

Grumman began its 40th year with a bright outlook — in 1969, men had twice landed on the moon in Grumman-built Lunar Modules and the company had won the Navy competition to design and produce the F-14 Tomcat. Now, under the guidance of Grumman Corporation President Lew Evans, the company was going all out to win the Space Shuttle contract... In the early spring, the three-man crew of Apollo 13 nearly met disaster on the way to man's third moon landing. Two days into the mission their Service Module lost power. Then the Lunar Module was called into service to provide the only means of travel back to earth for astronauts Jim Lovell, Jack Swigert and Fred Haise. Grumman had designed and built it to carry two men for three days; now it carried three men for four days on the trip back to earth which ended in a safe splashdown. One of them remarked, "If we don't do anything else, let's get back up to Grumman and say 'Thanks'." A few weeks later they did...By June, Grumman had teamed with Boeing on the Space Shuttle project; they were awarded a contract to study three alternative shuttle concepts...In mid-December, the F-14 Tomcat had its first flight. On its second flight on December 30, the plane lost its hydraulic systems and the first Tomcat crashed about 25 minutes after takeoff, just a mile short of the Calverton airstrip. Test pilots Bill Miller and Bob Smyth ejected safely and were not hurt.

1971

The men and women on the F-14 program worked around the clock in the early months of the year, and in April the second Tomcat with pilots Miller and Smyth made its first flight, described as "absolutely clean." The successful test program was off and winging... There were two more Apollo flights to the moon, and Grumman and Boeing were optimistic about their chances of beating out the competition for the Space Shuttle...The updated Intruder, now the A-6E, completed Navy trials, and the EA-6B received rave notices.

1972

This was a year of shocks. On July 9, Lew Evans died. Evans had been Chairman and Chief Executive Officer of Grumman Aerospace and President of Grumman Corporation, and his death of a heart attack at age 52 was a keenly felt loss.

Later that month, Grumman lost its bid to be prime contractor for the Space Shuttle...And by December the F-14 program ran into trouble. Due to unexpectedly high inflation, the company discovered it would lose money on the plane because it was now costing much more to build than when the Navy originally ordered it. But the Tomcat itself was flying high and doing exceptionally well in tests and evaluations...The last LM went to the moon at the end of the year, ending one phase of space exploration. However, Grumman was working on various parts of the shuttle program, including the trainer, a modified Gulfstream II. Also in space, the Orbiting Astronomical Observatory Copernicus was launched and Grumman personnel were assigned to monitor data sent to earth.

1973

It was the year of the Tomcat. The F-14 dazzled everyone who saw it, causing great pride in all Grummanites. Navy pilots who flew the plane ran out of superlatives — "Boy, she's steady; point the nose and you're there." "Climb rate fabulous, handles great." At the Paris Air Show, Secretary of the Navy John Warner said of its appearance, "the greatest single event of this air show." A headline in a

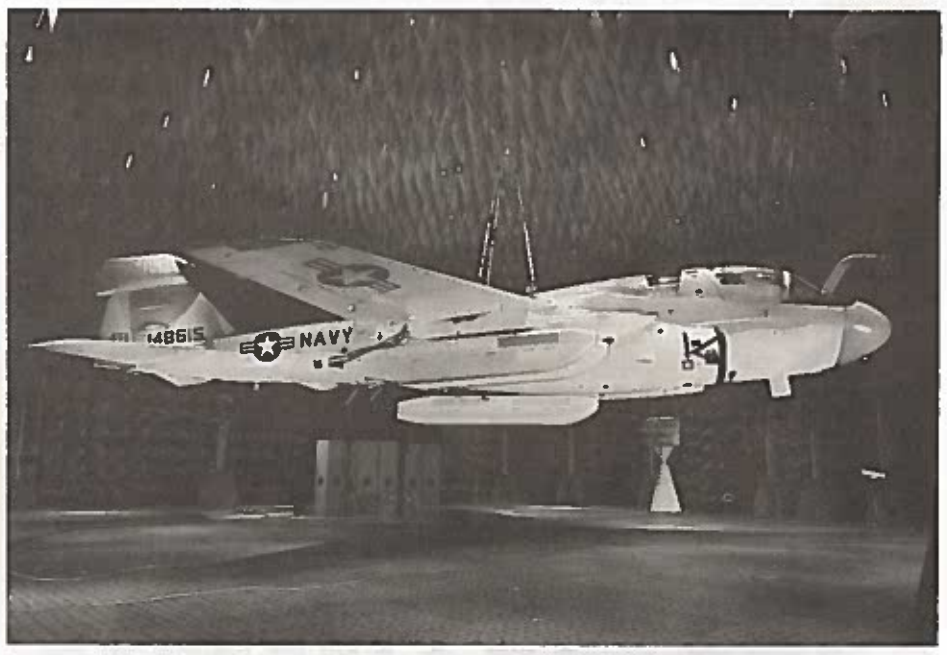
Paris newspaper heralded the Tomcat as "the pearl of the show." That was the good news...The bad news that year also revolved around the Tomcat. Grumman's dispute with the Navy continued over its intention to order more F-14's at a price that would threaten the financial life of the company. In March, 350 Grummanites were placed on a three-week furlough pending resolution of the dispute. Finally, a settlement was reached to allow Grumman to continue producing the fighter and to eventually achieve normal profit goals on a long-term basis. By this time, the company had already lost its unsecured line of commercial credit and was not able to borrow from banks. The company worked out a solution with the Navy for financing its daily operations so Grumman was able to meet its obligations to employees...At Calverton where the Tomcat was assembled, production lagged behind schedule and there was danger that Grumman could lose the contract altogether. Vice President George Skurla was named general manager of the facility. By the end of the year, production of the F-14 was back on schedule. The last plane manufactured that year at Calverton was dubbed "Skurla's baby."...The Tomcat's year ended with a flourish when it demonstrated its unique and sophisticated capabilities for top Iranian officials during their tour of the U.S.

1974

"There had been hints for some time that the Iranian government was more than casually interested in acquiring the F-14." So began the lead paragraph in the PLANE NEWS page-one story on January 25 about Iran's plans to buy 30 Tomcats. This was only weeks after that country's defense officials had seen the plane at Calverton. The story also noted: "Grumman will send representatives to Iran."...This sale of planes to Iran was the company's long-awaited light at the end of a dark financial tunnel. At the annual meeting Grumman Corporation President Jack Bierwirth noted that because of the Iranian purchase the company would be able to deal on a regular basis with banks again. In October, a consortium of banks in the U.S. and Iran provided the company with a $200 million credit line...Earlier in March, George Skurla was named President of Grumman Aerospace... In September, the F-14 made its initial operational deployment on board the carrier USS Enterprise as part of the Pacific fleet, culminating years of effort by Grumman and Naval personnel.

1975

The year began with the announcement that Grumman had received its first major weapons system contract from the Air Force for the $100-million research and development program to convert two F-111A's to EF-111A electronic warfare aircraft...In early spring the first Grumman-built Shuttle wing was delivered on schedule to Rockwell International in California where it was joined to the Shuttle Orbiter...Later in the year the company was given the task of providing a communications system for the joint US/USSR Apollo-Soyuz Space Project...At summer's end the F-14 and E-2C were deployed together for the first time aboard the USS John F. Kennedy as part of NATO exercises. As might be expected, the two Grumman-built planes stole the show by meeting every challenge.



1976

In January, Iran received its first F-14 Tomcats...During the first three months the company won 50 percent more Research and Development proposals than for the same period the year before. R&D was to be an area that would help reshape Grumman's future. The government had by this time developed a "fly before buy" approach that meant it would be costly for aerospace companies to develop and build planes in the traditional ways. The company began directing more effort toward Air Force and NASA contracts... The quality of Grumman-built planes was attested to in August when the Navy finally retired the S-2 Tracker anti-sub aircraft from active service after 23 years.

1977

Grumman was busy designing the next generation of aircraft. Two R&D contracts involved the Navy's vertical/short take-off and landing (V/STOL) aircraft. Another contract was for a feasibility study of a forward-swept wing plane using composite materials...At the Paris Air Show, another Grumman plane was the hit—the unique E-2C. Only a few weeks earlier, Grumman and the Air Force unveiled at Calverton the EF-111A Tactical Jamming System aircraft...Work continued on the composite stabilizer for the Air Force's B-1 bomber, which the President was to cancel in 1978.

1978

A story in the January PLANE NEWS noted that the more than 270 Grummanites and their families in Iran had adjusted very well to their new way of life...Plans to build the new Gulfstream III were announced...From Boeing came a new $3.7 million contract for the lower wing skins for its 727. Grumman was already building the upper wing skins. Again, that well-known Grumman quality paid off...NASA officials attended a demonstration of a 40-foot-long beam builder designed to provide construction materials for space structures...In July, the 11-year-old son of the Shah of Iran and Ardeshir Zahedi, Iranian Ambassador to the U.S., were welcomed to Calverton for a ceremony commemorating the delivery of the 80th F-14 Tomcat to the Imperial Iranian Air Force...By the end of the year, most Grummanites and their families had been evacuated from Iran on charter flights provided by the company and were back in this country. A revolution had begun which eventually caused the overthrow of the Pahlavi dynasty.

1979

The last few weeks of 1978 and the first few weeks of 1979 were tense: stateside Grummanites worried about their friends on the F-14 program in politically troubled Iran.

On December 7, 1978, the company offered all Grumman dependents in Iran the opportunity to return home for 30 days. A day later, Grumman's office building in downtown Isfahan was set on fire and destroyed. No employees were injured, but the company stepped up plans to bring Grummanites and their dependents back to the United States.

Most of the Grummanites had left Iran by the end of January; by mid-February, Grumman Aerospace Chairman and President George Skurla announced that the last 12 who had remained in Iran were on their way home.

"Their departure concluded, successfully and safely, the plan set in motion several months ago to withdraw all of our people who had been in Iran supporting the F-14 program. All those men and women who participated in planning and executing the flights from Iran deserve our thanks and congratulations. Well done."

'Home of the LM'

In Bethpage, the "home of the LM," an all-metal, one-seventh scale model of the LM was put on permanent display at Rotary Circle, just south of the railroad station.

Another LM, a full-scale mock-up, was put on display for a month at the plaza of the United Nations building. About 350 people — delegates to the UN, officials and representatives of NASA, the UN, the aerospace industry, and the press — were on hand for the dedication ceremony.

Ambassador Donald McHenry, then U.S. Deputy Representative to the Security Council, said the ceremony was a "celebration of an event that symbolized man's curiosity, bravery, and ingenuity. The moon landing was a marvelous achievement, but it was only the beginning."

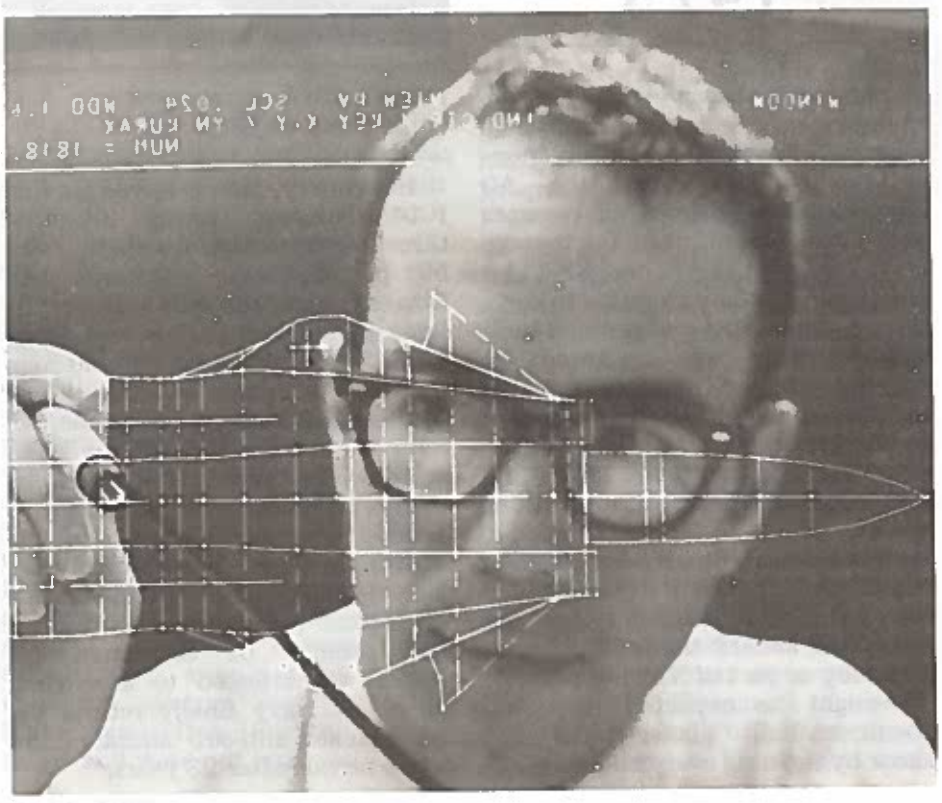
Futuristic sweep

The forward-swept wing — the new look for tactical aircraft in the 1990's and beyond — got a boost late in the year with a $3-million-plus study contract. The Defense Advanced Research Projects Agency (DARPA) gave Grumman the pact for technology investigation to include extensive wind tunnel testing.

Grumman began exploring the forward swept wing concept in 1976. Some of the advantages of the design are: virtually spin-proof characteristics; improved slow-speed handling; lower stall speeds; more flexibility for fuselage design; and lower drag, allowing use of smaller engines.

Remembrances of days gone by

The day: July 20, 1979. Ten years had gone by since man's first moonwalk. People all over the country celebrated the anniversary of that initial landing on the moon; but for Grummanites, the day was an extra special one. The Lunar Module that carried the Apollo XI astronauts to the moon and back was built by the people of Grumman Aerospace.



Although the aerodynamic advantages had been recognized as early as World War II, there was no suitable material at that time to make forward swept wings stiff enough without additional weight.

However, today's advanced composite materials promise to make tomorrow's generation of tactical aircraft smaller, lighter, and less expensive. And in 1979, Grumman Aerospace moved closer to that goal.

Hit commercial subcontract boom

"Concentric diversification" was the phrase for 1979 as Grumman made deeper inroads in the commercial air transport market.

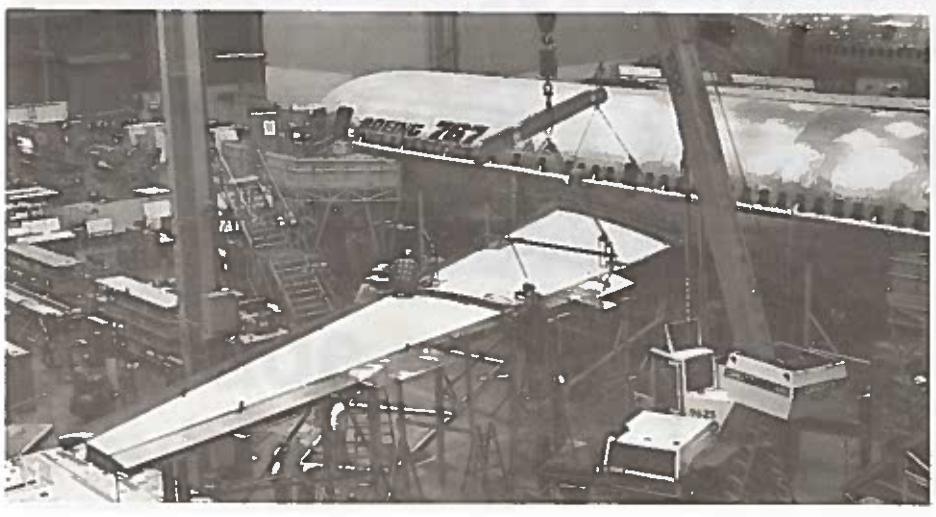
On January 19, Grumman Aerospace signed a contract with Boeing to produce the new 767 airliner's center-wing section, a major subsection which joins the wings and fuselage. The multi-million dollar agreement was Grumman's biggest subcontract since the mid-1960's.

The medium-wide-body, twin-jet-engine 767 had been dubbed the jet equivalent of the compact car; Boeing's business analysts said they expected the 767 to become the workhorse of U.S. aircraft.

Grumman Aerospace Chairman and President George Skurla called the agreement ". . .a continuation of the rewarding relationship between Grumman and Boeing which began with our work on the 727 wing skins."

More good news came in June when Grumman won a contract with a potential value of $200 million to produce nacelles and pylons for the re-engining of McDonnell Douglas' DC-8 airliners.

The pact, which covered nacelles and pylons for 100 airliners and an option for 50 more, was Grumman's largest ever in the nacelle and thrust reverser field.



'73 pains return

"Long lines, grumbling Grummanites; local stations suffer shortages" was one of the headlines in the June 15 PLANE NEWS. The whole country was going through a re-run of the 1973 headache.

In Bethpage, service station manager Frank Scorzelli talked about the 4:30 rush and the Grummanites who patronize his station.

"People don't even complain about prices anymore. They did at first, but now they're happy to get anything. It's kind of pathetic. And most of them are only one to a car. All the stuff you hear about carpooling is just a lot of talk."

But the weather got hotter, the lines got longer, and people at Grumman started to look for other ways to get to work. Sharing the ride was the logical solution. Carpooling got a closer look, and so did a variation on the theme: vanpooling.

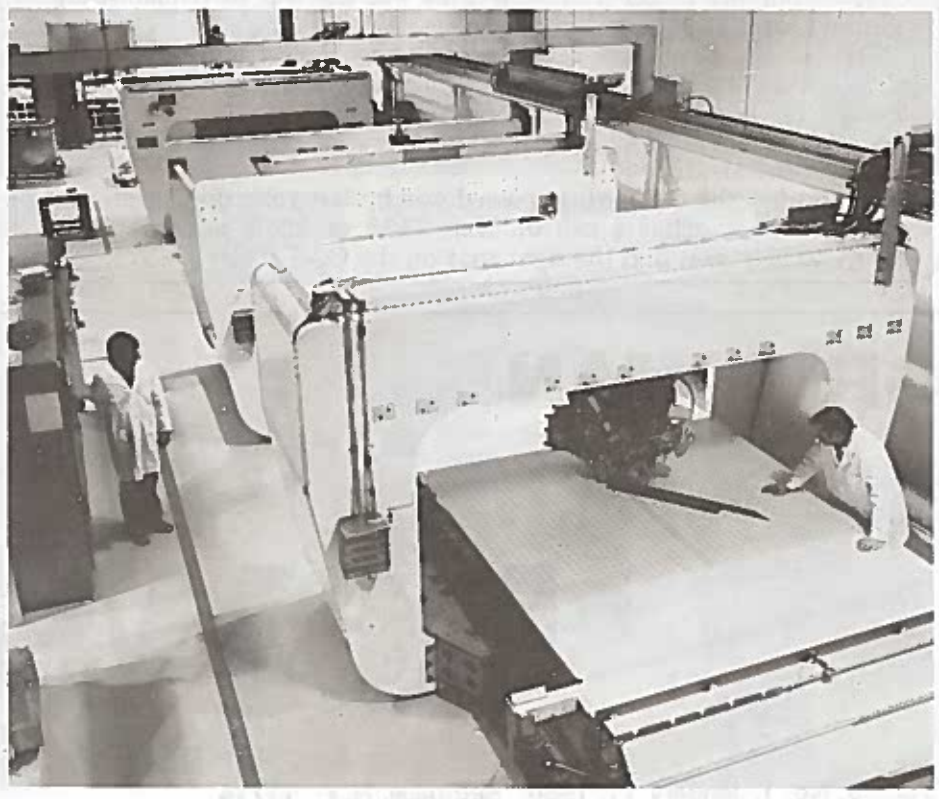
The company had made a survey earlier in the year to determine how many people would be interested in joining vanpools, described as a cross between a carpool and a bus service. Members share the cost of leasing the vehicle in addition to splitting the gasoline bill. By July, the first Grumman vanpool was on the road, with more to follow.

Composites advance

As the year came to a close, Grumman's Milledgeville Operations marked a milestone. The facility completed the manufacture of its first composite structure for an international customer — two epoxy skins for the Swedish SA-37 Viggen fighter's vertical stabilizer.

The skins, approximately 40 square feet in area and weighing 70 pounds each, were shipped to Bethpage where the entire prototype composite stabilizer for the Viggen is being assembled.

In the future, more advanced composite materials will be used in both military and commercial planes to improve flight performance and to reduce fuel consumption because they are lighter and stronger than traditional aircraft materials.



Texas titleholders. *Winners of Grumman Houston's Golf League are (L to R) Greg Stehle, Floyd Kaigler, Art Fichtner, Jerry Epstein, Jim Hickey, Lionel Laney, and Hank Hubbs.*

GAA ROUND-UP

Grummanites helped make 1979 a bonanza year in the world of GAA.

While the early Seventies marked a dormant era for starting new clubs, there's been a big boom in recent years. During 1979, three new clubs joined the GAA ranks: the Grumman Racquetball Club with over 200 members; the Grumman Theatre Guild with 25 members; and the Grumman Disabled American Veterans Club also with 25 members.

Meanwhile, other GAA-sanctioned clubs continued to flourish. The top ten clubs according to membership totals are: Grumman Garden Forum, 350; GACE Flying Club, 340; Grumman Rod and Gun Club, 335; Krystal Krackers C.B. Radio Club, 216; Racquetball Club, 200; Dance Club, 175; Bridge Club, 158; and the Ski, Tennis, and Scuba Divers clubs, with memberships of over 80.

As for the GAA athletic leagues, softball continues to follow its recent trend of expansion. More and more women are joining the ranks. Over 2,000 Grummanites made softball the number one sport at Grumman. Following second is bowling with about 1,500 participants; golfers total about 1,000.

In 1979, over 1,775 Grumman employees, retirees and family members took advantage of the economical vacation packages offered by GAA. The biggest draw of the year was the Amtrak train ride to Orlando during the holiday break when over 310 people journeyed to Disney World. Other big attractions were the annual trek to Las Vegas, the Alaska excursion, Hawaii, Bermuda, Greece, Ireland, and Mexico.

Most popular of the 1979 bus trips was the trip to Williamsburg, Virginia, with 182 people.

By far, the Grumman retirees boast the biggest and most active club. Over, 3,400 retirees belong. Though the largest chapter is located on Long Island, there are four chapters in Florida; one in Georgia; and a new chapter began operation last month in Las Cruces, New Mexico.

If you feel the GAA world passed you by last year, don't fret. Just give the GAA office a call on Ext. 2133 or 2269, and they'll be happy to help you find the right spot on the GAA roster.

GAA trips

Sign up for newest tours

How about celebrating Mardi Gras this year in New Orleans? Viewing the Grand Canyon up close? Taking a hike on an iceberg? Here's a rundown on the latest vacation offerings from GAA.

Mardi Gras — February 14 through 24. This bus excursion costs $571 per person for single occupancy per room; $421 for double occupancy; and $361 for triple. Included are bus transportation, all motels, six dinners (no meals in New Orleans), tours, and services of tour director. Vacationers will visit Durham, North Carolina; Atlanta, Georgia; New Orleans, Louisiana; Charlotte, North Carolina; Church Falls, Virginia; and Washington D.C. A day-by-day itinerary is available from the GAA office.

National Park Tour — July 9 through 19. Visit Yosemite, Sequoia, Grand Canyon, Zion, Bryce Canyon, Navajo Indian Reservation, San Francisco, Las Vegas and Salt Lake City. The cost is based on occupancy per room: $1,216 for single; $976 per person for both double and triple occupancies. The price includes round-trip jet transportation to San Francisco with departure from Salt Lake City, hotel and motel accommodations, ground transportation, admissions to all National Parks, and many extras (lunches, dinners.) Details are available from the GAA office. A $100 per person deposit is required at the registration in the Plant 28 auditorium on March 24 at 5:30 p.m.

Alaska — August 4 through 14. This vacation costs $1,045 for triple; $1,295 for double; and $1,545 for single. It includes jet transportation, all motels and hotels. Sights and cities to be visited are Anchorage, Valdez, Fairbanks, Portage glacier, and Mt. McKinley National Park. Sign up will take place on February 4 at the Plant 28 auditorium at 5:30 p.m. A $100 per person deposit is required.

If you have any questions about any of these 1980 vacation packages, contact Ellen Drasser in the GAA building on Ext. 2133 or 2269.

calendar

American Production and Inventory Control Society: Tues., Jan. 15, Musicaro's, Melville, 6:30 p.m., dinner; technical presentation, "Without a Forecast You Have Nothing." Guests welcome. N. Heilweil, Ext. 2250

American Society of Mechanical Engineers: Sat., Jan. 19, tour of Grumman Calverton facilities, 9:30 a.m. For information call H. Wicker, Ext. 5422

C.B.I. Vets Association: Wed., Jan. 23, Woks, Huntington, 7 p.m., Installation dinner: guests welcome. W. Zywan, Ext. 6154

Coin Club: Wed., Jan 23, P1. 25 vendor conference rooms, 12:05 p.m., Grumman employees welcome. K. Hale, Ext. 3717

Computer Club: Tues., Jan. 22, P1. 25 classroom, 5 p.m., Grumman employees welcome. I. Tish, Ext. 4783

Cycle Touring Club: Mon., Feb. 4, The Knight Club, Bethpage, 5 p.m.; Open house. Guests welcome. T. Beckman, Ext. 8994

GACE Flying Club: Fri., Jan. 11, P1. 28 auditorium, 5 p.m., guests welcome. R. Reisch, Ext. 5967

Grumman Disabled American Veterans Club: Wed., Jan. 16, P1. 3 caf., 4 p.m., closed meeting. T. Melia, Ext. 4750

Grumman Ski Club: Wed., Jan. 23, Barclay House, Hicksville, 8:30 p.m.; snow skiing. Guests welcome. A. Garmendia, Ext. 7819

National Secretaries Association: Thurs., Jan. 17, Polish Hall, Riverhead, 6:30 p.m., dinner meeting, $6/person; guests welcome. E. Gaias, Ext. 117-7397

GRUMMAN plane news

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